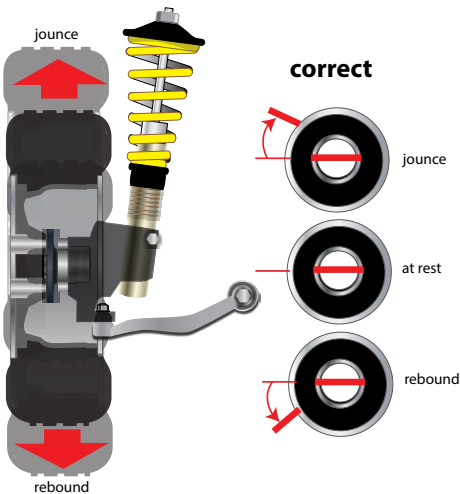


MAY

SUSPENSION BUSHINGS THE RIGHT WAY

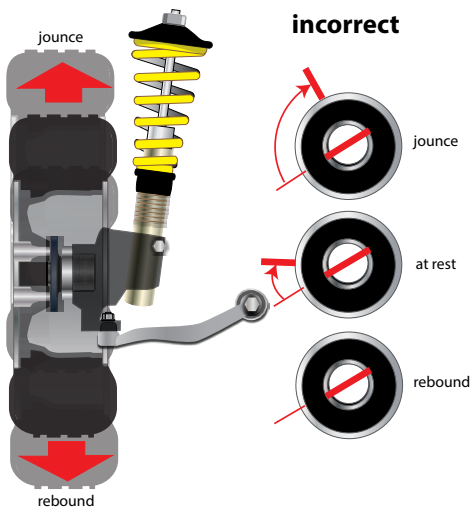
Perhaps the most common error made during suspension upgrades and repairs has to do with improper bolt tightening at bonded suspension bushings. Common applications for these bushings include attaching a control arm to a wheel knuckle or chassis mount, or connecting a lower strut wishbone to a control arm.



Correct Method: This control arm bushing was tightened with the suspension at normal ride height. (The bolt squeezes the inner bushing sleeve, but the outer bushing sleeve is free to turn.) With the car sitting at rest, the inner and outer metal sleeves bonded to the bushing do not twist the rubber. The bushing is at rest.

On the road, as the wheel moves upward over a bump (jounce), the control arm arcs upward, putting a “twist” on the bushing. This is normal.

If the wheel drops down into a dip in the road, rebound rotates the arm the opposite way, twisting the bushing beyond center. During jounce and rebound, the normal range of twist on the bushing is limited, and goes away when the car is parked again, and at rest.



Incorrect Method: If the bolt is tightened while the suspension is hanging, the bushing is twisted as soon as the car is lowered, and stays twisted all the time, even with the car parked.

During jounce, the bushing is over-twisted in one direction, beyond its normal range of travel. A bushing tightened this way does not perform properly, and wears out much faster.



ECS Tuning Suspension Installation Kits include hardware and accessories to make your suspension repair or upgrade a success.

Happy Birthday!

KYLE MARLIN - MAY1
RILEY HAND - MAY3
MICHAEL HECKING - MAY4

ANDREW HOLLAND - MAY6
SEAN McCORMICK - MAY10
MATTHEW COMBS - MAY20

KYLE SARICH - MAY23
JACOB DEXTER - MAY26
ZACHARY BIDDISON - MAY30